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**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional handcraft art of building ships in bottles.

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The Bottle Shipwright

Volume 16, Number 4.

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Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

ON THE COVER: Jack Hinkley's Christmese cover, Don Hubbard helped by making it easy for the printer

BACK COVER: The European Bottle ship. Sign up, Great Mag.

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THAT IS ALL!

the prez sez

...ATTENTION ON DECK! THIS IS THE CAPTAIN!!

A lot of famous things have happened at high noon. At high noon on Saturday, October 17, 1998 another spectacular event was added. Don Hubbard and Kaye Soldt were married in the Navy Chapel at the San Diego Navy Base. Our heartiest congratulations to them both. And welcome to the SIBAA, K.

In the spirit of good news I wish all of the members of the Ships-in-Bottles Association of America a HAPPY HOLIDAY SEASON and NEW YEAR.

Work goes on for Mystic 2000. Response has been slow but positive. You still have over a year to make plans and put away those nickels and dimes.

So please send your questionnaire to Frank Skurka so we can make the arrangements with the Museum. Even if you do not plan to go the courtesy of a reply would be appreciated.

HIT THE BOTTLE

Jack

Send Material for the Editor to -----
1675 Freeport Drive, Spring Hill, FL, 34606

Ray Andrews for



First, Nancy and I hope that you all had a safe and happy holiday season. That all your wishes were granted and that you didn't have to wait on long lines to return gifts.

Second I must personally apologize for being so late with this issue. I will not bore you with excuses or reasons.

Third think Mystic 2000, now is the time to be saving your pennies and or vacation time. Frank Skurka is working on the conference as I type. He is also building cradles for his 3 new grand children. And last but by no means least . I must say thank you to all of you who responded with photos, tips, articles and letters praising me for my efforts. Yes I put it together, but without your input I would have had a lot of free time.

You made it possible, I just put it in readable form. So thanks, and keep up the good work.

Now-let's refill those bottles.

WELCOME ABOARD NEW MEMBERS.

David R.Crowell, 256 Morrill Rd. Canton New York. 13617.
Per Jakob Fahlen, Vester Bregninge Mark 3, 5970 Årsgårding. 828, Denmark.
(This gentleman is curator of The Flack Peter Museum)
Susan R. Rafitz, 1839 Tolbot St. Philadelphia, Pa. 19152-1114.
Joan Laperrriere, 185 Girouard, St-Eustache, QC, Canada J7R 5H1
Jack William Youngblut, 59 Bruce St. Kitchener, Ontario, Canada N2B 1Y6.

ADDRESS CHANGES.

Glenn Eagler, Sun City Grand 16420 W. Trex Hombres Ct. Surprise, Az. 85374.
Richard A. Finney, 7442 Spring Village Dr. PV216 Springfield, Va. 22150.
Herbert Thoen, 542 Sycamore Dr. Qualicum Beach, Canada, BC V9K 1A5.
If I missed anyone, my apologies, and drop me a line for a correction in the next issue.



The Edward Sewall in a # 80 bottle. Scales 30'- 1" built by Glibert Cherbonneau, Edgercomb, Maine. Photo By Dennis Grign. Gil is now working on the real thing. The 63' Schooner "Mistral" in Washington State

You can check progress on the web at [HTTP://www.Legendaryyachts.com](http://www.Legendaryyachts.com).

Ship Specifications
Marimed Foundation Sailing School Vessel
Tole Mour

Certification: Sailing School Vessel (Subchapter R)
Designer: Ewbank, Brooke & Associates, Auckland, New Zealand
Builder: Nichols Bros. Boatbuilders, Freeland, Washington

Specifications

Length Overall	156 feet
Length on Deck	123 feet
Beam	31 feet
Draught	13.5 feet
Displacement	340 tons
Working Sail Area	6,675 sq. feet
Full Sail	8,500 sq. feet
Rig	Three-Masted Topsail Schooner

Machinery

Main Engine	Deutz BA9M816 (564 bhp @ 1,800 rpm)
Generators	85 KW Northern Lights (2 units) 50 KW Northern Lights (1 unit)
Fuel Capacity	40 tons
Water	17 tons
Water Maker	Village Marine 1,000 gal/day R/O (2 units)
Bow Thruster	Schottel S-10-6 (65HP)
Air Conditioning	

Instrumentation

Radar (2 units)
SSB HF and VHF radios
Weather facsimile
GPS (Global Positioning System)
Depth Sounder

Launches

1 outboard launch
1 rescue boat

Construction

Steel with teak deck overlay
Alloy deckhouses with teak overlay
Steel masts, timber spars

Accommodations

7 double cabins
2 single cabins
Bunkhouse for 6
Forward berthing for 27

Mackinaw Boat

by Joe Barr

The articles and pictures in *The Bottle Shipwrights* touch me so much that I feel obliged to write in gratitude for what I've learned. This article is simply a review of the process of building a ship-in-bottle, in this case a Mackinaw Boat, with a short history of that craft included. There are plenty of books and web sites that give step by step descriptions of the process of building a ship in a bottle, so this article just touches on some aspects of our craft with lots of photos. I've put a quarter in most of the photos to give a sense of the scale. Hopefully, this article will help especially to our new members. First the history.

The Mackinaw Boat is a two-masted fishing craft that was very common on the Great Lakes from the mid-1800s through World War I. These small vessels were originally developed at Collingwood, Ontario by William Watts for the Great Lakes fishing trade. Most were 26-28 feet long since boats of this length could be handled by two men, whereas the larger ones (up to 36 feet long) needed another hand on deck. Although open boats, their foredeck usually went back to the fore end of the centerboard box and there were side decks or washboards which ran all to the stern. The stern could be sharp or transomed. On Lakes Ontario and Huron, the transomed sterns were preferred, while sharp sterns were preferred on Georgian Bay and Lake Michigan. Fore-and-aft rigged, most of these fish boats had two masts and a long hogged-down bowsprit. The foremast was usually in the eyes while the after or main mast was abaft the centerboard box. The fore mast was usually taller than the after mast, although the main boom and gaff were longer than the fore to give about equal sail area to both fore and main masts. For safety, the fish boats usually sailed in pairs to the fishing grounds. When they got there, the boats would sail to the downwind buoy of their gill nets. The sails were lowered while the men worked. The buoy would be lifted over the stern quarters with the main boom swung forward to give an open area aft for the men to work pulling up the gill net. The centerboard would be lifted, the rudder would be taken off and the boat would be pulled along stern first as the men pulled up the gill net. Just prior to World War I, gas engines were introduced in this trade. By the end of that war, the age of sail was over for the Great Lakes fishing industry. A typical sailing fish boat lasted 20 to 25 years and worked every day unless stopped by weather, ice or the Sabbath. As the fishermen turned to gas engine boats, their sailing boats were used for yachting and became known as Mackinaw boats. Few records and plans of these boats exist, but in their day there were literally thousands of them on the Great Lakes. The plans for this model were developed by comparing photos of this craft. From what I've read about this craft, the sailing fish boats or "Mackinaw boats" were unique to the Upper Lakes.



I use 1/8" bass wood dowels, sanded down to a thinner diameter, for the masts and spars. I like the bass wood because it stands up well to the process of drilling holes for the rigging. I've used bamboo sticks but they end up splintering when I drill them. For this model, I stained the masts a maple color and painted the spars white. For this model, I did not use the bent-wire hinge technique for the masts. Instead, I drilled holes into the hull. This way the masts do not collapse, but fit directly into the holes. However, the stays need to be loose so that after the boat is placed into the bottle, the masts can be glued in place, the stays tightened, glued and trimmed.

Since the Mackinaw boats were small craft, I felt obliged to put a person in this model. To do this I carved the head and torso from a round tooth pick, then drilled through the shoulders and inserted wired arms. I bent a piece of wire for the legs and feet and glued that to the guy's bottom. I used plain white glue, but I put it on rather thickly. When I painted the guy, I felt that he looked rather faceless and so I glued on a small wood shaving for a nose and repainted the head. Here's a picture of him sitting next to a quarter.



I use acid free paper for my sails. Since this paper is hand made, it does not stand up to a lot of handling like commercially made paper does, but it should last forever in a bottle. The pennant and American flag are hand painted on the same acid free paper. I use a brush with just a few bristles to paint the stripes on the American flag, but I find the scale too small to add any stars to the blue field. I also paint the edges of the flags since at this scale, the white cut edge of the paper looks out of place. The photo above shows the model ready for the bottle with masts and the sailor simply set in place for the photo.



The first photo shows the rough carved hull. I used a scrap piece of pine since it is so easy to carve. With this model, I had to carve an oval shape deeply into the top of the hull so as to have the open space for a centerboard and seats.



After cutting the hull the correct height, I sanded the hull and added a rudder. For the rudder, I cut a small piece of wood to shape. To attach the rudder to the hull, I cut a groove in the aft end of the hull and glued the rudder into it. I painted the external hull white with an aqua top and a red bottom. I've read articles about different techniques for painting a straight water line, but I just paint it free hand and I've had good results. For the rudder handle, I bent a piece of wire and pinched the wire onto the rudder using my needle nose pliers. I cut two seats and a centerboard box from scrap pieces of pine, glued these into the hull, and gave the inside of the hull a thin coat of clear nail polish. To finish the hull, I painted an HO scale 1x4 piece of styrene black, then glued it around the top of the exterior of the hull and around the top of the open oval with cyanoacrylate glue - this gives a nice finished look. The cyanoacrylate glue is very easy to work with, but you do have to be careful to keep it off of your fingers. To work with this glue, put a drop on a plastic lid and apply it to your work piece by dipping a piece of wire into the drop and applying a very thin coat to the piece that you'll be gluing. The coat doesn't have to be continuous - I've put tiny drops regularly spaced and found that this works very well. I'm always amazed that the drop of cyanoacrylate glue lasts so long in the open air, yet it glues pieces together almost instantly.



Before I started building the boat, I put colored glazing putty in the bottle. When I finished making the boat, the glazing putty had set enough for me to insert the boat. The large photo on the previous page shows the boat glued in place -- the aft mast is also glued. The fore mast is out of the drilled hole and all of the lines are loose.



Above, you see the completed model. A turk's head knot covers the cap threads on the neck of a 1950's era 100 cc medicine bottle. The sailor is glued in place as the wind whips the waves and sails. I finished off the model by melting sealing wax onto the cork that I cut flush with the bottle and I made an impression of an anchor into the wax with an old button.

One last thought from the Editor.

I wish I was, what I was, when I wished I was what I'am now.

The Quest.....for the oldest bottled model.

By Alan Rogers - Editor of "Bottleship" the magazine of the European Association of Ships in Bottles

Members of the European crew have been out and about, scouring the museums and collections in search of the oldest bottleship or bottled model. It is known that objects were put into bottles from the early 18th century onwards and our old friend Bob de Jongste from Holland has been on the trail of one of them. He sent me an article earlier this year about an incredible little man **Matthew Buchinger**, born in Nuremberg, in Germany, on June 2nd 1674, without hands, feet or legs, who lived for part of his life in England and who made amongst other things, a model of a mine in a bottle. The model, it seemed, was originally kept at **Snowhill Manor** in England. Snowhill, is in Worcestershire and the Manor is administered by the **National Trust**, so, armed with the address which I obtained from my local library, I wrote to the curator and asked if he could confirm that the model was still indeed at the Manor and whether there were photos. I received a reply to say that yes it was still there, no photos were available but would I like to visit and take some myself. It was to be a priority day-trip during the summer holidays for Julie and I and what a treat it was!

Snowhill Manor is a mainly Tudor hall-house built of warm local stone at the head of a secluded valley in about 1500 and extended in the early 17th and 18th centuries. It was the home of **Charles Paget Wade**, an architect, who bought it in 1919 and during the following years filled it with his collection of craftsmanship and design. The collection was made by Charles not of items because of their rarity or value but as a record of vanished handicrafts. Every room, from the ground floor to the attics was filled with items, some rooms devoted to a particular subject - one room was full of toys, another with bicycles, farm implements, etc. There was a number of large ship models and finally in a room called **Zenth**, Matthew's model. The curator was most helpful, taking the bottle from its display cabinet and into another room where there was more light for photography.



The bottle was about 20cm high, (I forgot to measure it exactly), square as you see, with a trick stopper. I certainly didn't expect to see such fine quality modelling or such careful painting but, except for the bottle which was extremely dirty inside, it is a gem! Little figures dressed in knee-length trousers and with little flat green hats are standing on the upper level, one with an axe, apparently cutting a pit-peg.

The inscription on paper inside the bottle reads -

*"Under the DO. 1718. This Wheel in This Bottle
is Made by me Matthew Buchinger, from Weert
Hunts on Hunt in Germany. June 23. 1674"*

There is a water wheel connected by a con-rod and crank to act presumably as a pump to lift water from the lower level and a windlass (the 'engins' referred to above) for moving the minerals in the surface. Details on the lower level are difficult to see because of the poor state of the bottle's interior surface, but there are some figures at work underground with picks and tiny heaps of mineral like pyrite with a slight sparkle to it.

Illustrated (right) is part of the upper level showing the water driven pump and three of the miners. (A fourth figure, who is turning the handle of the windlass to raise or lower a bulk of roof-support timber to or from the lower level has been omitted here for sake of clarity)

Matthew has even included a clever trick stopper to complete his model



Matthew Buchinger 1674 - 1722

This amazing little man, born with such a severe handicap, and just twenty nine inches in height (about 73 cm) nevertheless triumphed over his disability in an extraordinary manner. Married at least twice, possibly four times according to one writer, he is said to have had eleven children. He became an artist, producing drawings, landscapes and calligraphy; he was also an accomplished juggler and conjurer, he played at least half a dozen musical instruments and became one of the most famous and versatile entertainers of the eighteenth century.

What a delightful model and what is more, made by a man with such a physical handicap! Julie and I both thoroughly enjoyed our day. My special thanks to Bob de Jongste for starting me off on this fascinating quest. Do visit Snowhill if you ever come to England.

Alan Rogers Somerset U.K.

Bibliography

Ten Thousand Wonderful Things ed. Edward Fitzhugh King M.A.
Larned Pigs and Pinpoint Women. Ricky Jay 1986

AN HERMAPHRODITE TABLE SAW TAPER JIG

by
Charles Hand

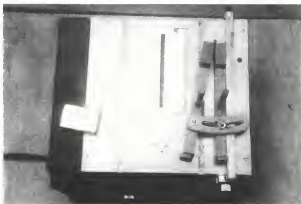
A taper jig can be a useful accessory for a model making table saw. Some are available in catalogs for about \$12 or more. But it's not difficult to make one, as attested by the accompanying photos and sketch.

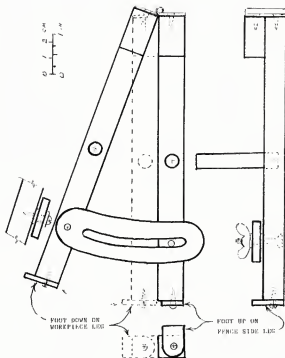
This jig was made to suit a Microlux brand (sold by Micro-Mark) 3" (7.62cm.) table saw which has a ripping fence height of $\frac{1}{2}$ " (1.27 cm.). The slotted angle-setting quadrant just clears the top of the fence. I honestly got a bit fancy in making the quadrant curved. A straight, slotted piece would also suffice, swiveling about the round head screw on the left arm.

Initially, the jig was made for right-handed use with a push rod only on the right leg and a fixed foot projecting from the base of the left leg. But it dawned on me that rotatable feet on either leg base and push rods on both would facilitate use with the fence on either side of the sawblade. This enables one to make consistent compound cuts on both sides of workpieces commonly thinner than the jig, with the saw blade tilted (to only one side).

All the materials were scrounged from what was available in my shop. Even if those had been newly purchased, I believe the cost would be reasonable. The legs are made from $\frac{5}{8}$ " (1.6 cm.) wide by $\frac{17}{32}$ " (1.4 cm.) high milled strips of poplar and the quadrant was cut from $\frac{3}{16}$ " (5 mm.) plywood. The hinge is a standard 1-inch (2.54 cm.) square, attached with two screws to each arm.

The taper jig only required a half a day to make and I hope to be putting it to good use in the future.







Letters from the members

Three of our new members claim to have modeling experience but admit to being new comers as far as SIS's are concerned. David Crowell, of Canton, New York. Susan Kaffitz, of Philadelphia, Pennsylvania and Jean Lamerriere of St-Eustache, QC, Canada. Jack Youngblut of Kitchener, Ontario, Canada "Started when I was quite young, assembling piece by piece inside the bottle using brush bristles for standing and running rigging."

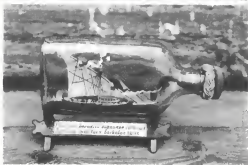
And Per Jakob Fahlen, of Denmark, has been building for 22 years and is Curator of the Flask Peter Museum. Welcome aboard Ladies and Gentlemen and please remember, this is your journal. It is about you, what you do and how you do it. So please send in those articles, hints, tips and photos. Questions, problems, you send those in too. Our members will try to help.

Edgar Fisher sent in the following photos of "Noby Dick" in a 1500 watt light bulb, the base is an old telephone insulator. The seagulls and one of the sailors are attached by a human hair. (Yeah, Chip I can't spare any either) Congrats to you and your new bride.





REPRESENTATIVE OF MEMBERS' PHOTOS SENT TO THE SUMMER MEETING





Well, the bottle we shipped in 1997, isn't the one in photos of this issue. Below is a 2 liter bottle as a ship continue drying its sails along side the quay.



Below you will find the following information from "The Ship Bottlers" of the Japanese Whisk in bottles Association.

The Ship Bottlers



No. 64 1998

To Readers of "THE SHIP BOTTLERS"
My name is Katsunari Hata and I am a member of
The Japanese Whisk-in-Bottles Association.
The picture of my wings are on a Japanese cup
called "THE SHIP BOTTLERS" (Vol. 56 to
to 57 issue, Vol. 41 issue 5 down to)

SIB Association in various countries have been
aged by interest, but we don't have a homepage
yet. We are planning to establish our homepage.
Our website

Please tell me your e-mail by E-mail if you use
internet or have homepage on SIB

We would like to provide the members in Japan
or information on SIB
My E-mail address is

khatashou@net.earth.ne.jp
Katsunari Hata



BOOKS

BY
Francis J. Skurka

U-Boat War

by Timothy J. Kutta.

Squadron/Signal Publications Inc of 1115
Crowley Dr. Carrollton, Texas 75011-5010,

publish a wide variety of books on specific subjects related to World War II. These all have pretty much the same format; Soft covered 8 1/2"x 11" books with many detailed, black and white photographs and some colored paintings, lithographs or photographs, along with an abundance of facts and some history to explain, graphically, the subject matter.

You get a "big bang for your buck" when you purchase one of these books. The covers are nicely done and it's too bad you can't buy copies of this outstanding artwork. In this book, there are four pages of colored artwork showing 12 different U-Boat types and 60 different U-Boat and flotilla insignia.

Only 66 pages long, the author crams in over 100 photographs of U-Boats in various configurations, situations and conditions from both official wartime sources and private collections. The captions are clear, concise and brief. The whole format of these books is reminiscent of those famous magazine "look and life"; the writing is tight and is like newspaper-man style. In the introduction, the history of submarine activity in 1896, is clearly and briefly explained leading into submarine activity in World War I and the aggressive activity of the German undersea fleet which lost 178 U-Boats and 33% of the Kaiserliche marine's officers and men. After the war, the service was renamed the Reichsmarine and although prevented by restrictions of the Versailles Treaty from building submarines, the Germans found a way.

A Corporation known as Ingenieur-Kantoor Vor Sheepshouwer sponsored by Krupp, the German steel and armament giant, was created in the Hague, Holland, in 1922. Catenuitly created to design boats for other nations and since it operated in Holland, the treaty was not violated and the Germans designed all the U-Boats they wanted.

The Germans, fully understood, more than any other nation, what a valuable offensive weapon the U-Boat had become. Besides all the great powers were concentrating on battleship design and construction. Meanwhile, the Germans with Krupp, developed training schools, anti-submarine schools, repair and maintenance programs and facilities and by 1935, the new undersea force had a design and construction bureau, experienced builders and a nucleus of trained officers and crewmen.

Kapitan zur see Karl Donitz, an experienced U-Boat Captain from World War I, was appointed to head the new U-Boat Service. He developed the new tactics of coordinated night attacks and the "Wolf Pack" plan of attack, which became the hallmark of German U-Boat warfare in World War II; the system almost won the war and the renamed Kriegsmarine was the only factor that worried the British.

The rest of the book is devoted to submarine battles, the Battle of the Atlantic (longest battle of the war) and various other aspects of the role of the U-Boat in modern warfare. Much attention is paid to the development and improvement of the U-Boat as the war progressed. In the end, the allies prevailed and on 4 May, 1945, Admiral Donitz issued the final orders for vessels to return to base and surrender. A total of 221 U-Boats were scuttled by their crews; 83 were destroyed in the last months of the war and only 156 U-Boats actually surrendered. Germany built 1162 U-Boats, manned by 49000 officers and men and all of these boats were operationally used.

BOOKS- (Continued)

The sank 3800 merchant ships (over 21 million tons) and 1000 Allied warships. They killed over 10,000 sailors and seamen. The Germans paid a high price too: 785 U-Boats and 38,000 U-Boat crewmen and officers died on operational patrols with another 5000 men taken as prisoners. By May '45 the Kriegsmarine's " Grey Wolves " had been virtually annihilated .

Much information and all photographs in this book are from " Shark Hunters International " , the following is a direct quotation from " Shark Hunters International " :

" Shark Hunters International is an organization dedicated to the collection, preservation and dissemination of information on submarines. In existence since February 1981, its world wide membership has thousands of members from 61 countries, among which its members are American, Japanese and German submarine Captains from WW II, top Admirals from the United States, former Soviet Union and Chinese Navies, as well as amateurs and naval enthusiasts from around the world. The British Broadcasting System called " Shark Hunters " the most respected and authoritative source in the world on history and activities of WW II German U-Boats. " Shark Hunters " membership is open to all who are interested in submarines. For information on their monthly magazine or membership contact: Shark Hunters International Inc. P.O. Box 1339 Hermanson, FL 34442 Tel. (352)637-2917 Fax. (352)637-6289.

I purchased this book for \$10.95 at a historical arms show. If you're interested, write the publisher.

Editors notes

Congratulations are in order. On December 21, 1998 Frank's son Matthew and his wife Deborah presented Frank with THREE (3) new Grand Children: Timothy-4lbs, Olivia-4lbs-7oz, Maria-3lbs-11oz.

Grandpa Frank has been very busy making cradles.

Congratulations Frank and thank for those beautiful pictures of the



And here is the "Shark" book that they all love.



Fleetscherweg 65



Jan Visser

Conservator

Tel: 020 48 31 80 18

Open /

1000 L.T. Museum

Ad: 020 48 31 77-61 Fax: 020 48 31 85 38

Start museum in progress, in late

"opening" on begin 17e eeuw

Address: 1000 L.T. Museum

Tel: 020 48 31 80 18

Ray Handwerker, Editor
The Bottle Shipwright
5075 Freeport Drive
Spring Hill, Florida 34606

Dear Ray:

This year for a vacation I decided to see the northern part of Europe and Scandinavia. I remembered reading in the Bottle Shipwright an article by Bob de Jongste about a Dutch Museum of Ships in Bottles. I have been traveling quite a lot in the past few years and try to see every Maritime Museum I can. Especially looking at Ships in Bottles. Bob gave the name and address of Jan Visser the museum conservator in his article. When I realized I would have a couple days in Amsterdam I wrote to Jan to be sure the museum was open.

I left Amsterdam by train at 8:30 am. and rode through the most beautiful countryside filled with rivers, lakes, farms, animals and lots of acres growing flowers. After an hour I reached the town of Enkhuizen. The town was like stepping into the 1st century. It was a beautiful day and the port was filled with sailing vessels. The town was like a post card everything so neat and clean.

I had no trouble finding the museum. The museum building dates from the early part of the 16th century and contains the original sluice-gate, which was used to close off the inner harbor, dug in 1361, from the Zuiderzee. Jan Visser and his staff were on hand to meet me, and treated me like royalty. The museum has the finest collection of Ships in Bottles that I have ever seen. Every SIB is displayed so that all parts can be seen, and it was well lit. (So many museums are dark.) I believe this must be the largest collection of SIB's in the world, there are over 500 specimens. There is also a diversity of sizes from the smallest scent bottles to a 30 litre wine flagon. The museum also has a person to demonstrate how the ships are put into the bottle.

This trip to Enkhuizen was really the highlight of my vacation. I also visited the island of Aero in Denmark and saw the museums in Harestel and the Flak Peter Museum in Aerskøbing, the Viking Museum, Kon Tiki Museum, and Fram Museum in Oslo, Norway, and the Waas Museum in Stockholm, Sweden.

If you are planning a trip anywhere near Holland I would really encourage you to take the train from Amsterdam to Enkhuizen to the wonderful Fliessenachepjes Museum.

I am enclosing a photo of Jan Visser in front of the museum, along with a brochure.

Very truly yours,

Carole A. Wilson

Carole A. Wilson
440 S. Bree Blvd. #C
Brea, Ca. 92821



SPINDRIFT BY F. J. SKURKA

The Leichtung Workshops of 1108 North Glenn Road, Casper, WY. 82601, offers a good buy on a miniature hand drill with bits. Power drills break small size drill bits and this well designed hand drill with six bits not only prevents breakage, but allows for precise holes. The knurled handle gives unerring hands on control to drill the hole exactly where you want it. Six high speed drill bits sizes, 62-64-66-68-70 and 72 steel in the aluminum handle. It has a quick release brass collet, a pocket clip and is 4 1/2" overall. This No.101196 hand drill kit was \$14.99 and now sells for \$9.99.

A 20 piece drill bit set for this drill has 20 high speed steel bits numbers 61 through 80 and comes with a metal case and drill index. This No. 100255 set sold for \$12.99 and is now \$9.99. If you own a miniature power drill press you stand to prevent bit breakage by using a pin chuck. Leichtung offers a precision pin chuck with 3 inter changeable collets which center the bit properly. The hardened steel shank is 1/4" in diameter and is 2 1/8" long. The chuck without bits is No.31070 and is marked down from \$7.99 to \$4.99.

You can save \$2.00 if you purchase the pin chuck plus the 20 piece mini drill bit set.

This offer is No. 31088 and costs \$12.98. Their 24 hour toll free number is 1-800-321-6840.

Tongue depressors, used by Dentists, Doctors and health care professionals are hardened birch round end billets, usually 6"x11/16" x1/16". The wood is dense and straight grained and is ideal for detailed carving as the grain is fine and close. You can buy these in drug stores. I got mine from my doctor.

The 3M Company has recently marketed a unique sanding tool "Contour surface sanding sponge" which is a 4 1/2" x 5 1/2" x 3/6" sponge with a very fine abrasive surface.

This pad is rated at "extra fine" (probably a 400-450 grit) which can be used on wood, paint, metal, plastic, drywall and contoured surfaces. It can be used wet or dry and can be rinsed out and re-used. When used on models, it easily cut into smaller pieces for use on small parts. I paid \$1.50 at the local paint store.

The Norton Company also came out with a new product they call the "Between coats finishing pad," which is a 4 3/8"x11" artificial fiber pad for sanding between coats of stain, sealer or varnish on wood surfaces. The pad has an open web surface which resists clogging, is washable and reusable for long life. It is flexible for hard to reach surfaces replaces steel wool and won't rust or shred. A special note here; Many new finishes cannot take steel wool, as the fine metal dust imbeds in the surface. This pad fits the bill.

It too can be cut into small pieces for model work. This pad costs \$1.60 at the local paint store.

If you have worn out, soft gum soled shoes, don't throw them away. Cut the sole off and use it as an abrasive belt cleaner. It works well on sanding belts and disks and on sheets as well. Cut up the upper part of the shoe and cement pieces, cut to fit, on the jaws of clamps.



Notes From The Membership Chairman by Don Hubbard

I recently received a letter from **Bob de Jongste** (the Hague, Netherlands) announcing his changed E-mail address and new homepage. Since Bob is so active in our organization I decided that this information should receive top billing on my page.

E-mail: bobdejongste@wisc.nl and his Home Page: <http://home.clara.net/~tyongste/sibnl.htm>

In addition to his address change, Bob sent along a copy of a frameable document that he received from the German SIB Association (Deutsche Seeschiffahrt Guld) commemorating his ten year membership in the Guild. This is a very nice idea, and I would like to implement something like it for the SIBAA, but sadly my records do not show original enrollment data. Perhaps we should just make up a frameable document testifying to your membership, and give one to anybody who requests a copy. I have the necessary document paper. Just a thought - any comments?

New member, **Per Jakob Fahlen** (Aroskoberg, Denmark) is the curator of the Flak Peter Bottleship Museum in that town. (Flak) Peter Jacobsen built over 1,700 bottled models and some 23 large panoramas featuring sailing ships during his lifetime, and established the now famous museum in 1943. The museum now receives about 35,000 visitors a year and was recently shown on Rick Steves television show "Travels in Europe". Mr. Fahlen has been building bottled ships for the past 22 years himself, and has a fondness for American schooners. Some of his schooner models have been sold to American collectors as well as to Europeans and others.

Chuck Nichols, QMC, Ret, (Toledo, OH), and a long time member of our Association, sent us his dues check with a neat telling of the one week September visit of the replica of Commodore Perry's Flagship, "NIAGARA". Said she came up the Maumee River with all sails flying and was given a gun salute. Understandably Chuck mentioned that he had "Goose bumps". Must have been something to see.

Bernad Braatz (Berlin, Germany), sent the accompanying picture of the Colonial Schooner, HANNAH, which has been one of the gold medal winners at two separate modeling exhibits. At the German Championship Competition near Stuttgart, Germany, he entered three models ("Hannah", "Fair American", and a "Whaling Bark") and won three gold medals, and at the World Championship Ship Modeling Competition at Danzig, Poland, he did it again with three gold medals. He is sending an article about the building of HANNAH (in a 5 liter bottle) to Model Ship Builder Magazine and when it is printed we will do a reprint (with MSB permission). The HANNAH took 250 hours to build and uses cherry, pear, nut wood and balsa. We should all be proud to have such talent in our ranks. The detail on these ships is awesome to behold. Congratulations, Bernad!



Gil Charbonneau, Edgemoor, ME, is currently displaced from home while he works on a 65 foot long gaff-rigged schooner in Seattle, WA. After the vessel is completed it will be transported overland to Maine for launching. The new owner plans to cruise the Eastern seaboard from New England to the Bahamas. Gil is a well qualified ship carpenter and has been a friend of the owner for a number of years. What do you bet that a model of the new ship will find its way into one of Gil's bottles?

Our man in India, Chris Nair (Jabalpur, India) finally managed to get off a nice two page letter to me after a rough bout with a costly though repairable heart condition and then a kidney stone, which has since been ejected. Chris is a plank owner so this outfit and we have always been fascinated by his resilience in bottling models. I have several of his models including the Wyoming and a model of the Catalina PBV aircraft that I flew when in the Navy. Early on Chris mentioned that India is a "dry" country and that liquor bottles were hard to come by. We mentioned this in this newsletter and several members shipped bottles to Chris so that he could continue his labors. He has since gotten around the problem by building in light bulbs, and recently in medical bottles. Currently he is teaching our art to three former Indian army comrades and has urged them to join our Association.

Member Adam Mello (Calistoga, CA) is Commodore of the Redwood Empire Shrimprights, a new and growing ship modelling club. Their newsletter has been coming my way and contains many nice modelling tips. One nice wood bending tip which some of you might want to use is to soak planks (up to 1/16th inch thick) in non-sanding ammonia for an hour or so, then remove, bend to shape and let dry before gluing. It might help with some of those small but stubborn pieces that need to be bent to form gunnels and such.

Oh yes, one last item, and the reason that my notes are skimpy this time. My lady, Kay Frances Boldt and I, were married on October 17th in the Navy Chapel at the Naval Air Station, North Island, San Diego. Kay is a professional watercolorist of no small talent and has her own gallery/studio right next to the San Diego zoo and museums. Since we have been companions since 1978 I thought it was time. She and her kittie are now living with me and mine in Coronado.



MODELS FROM THE JAPANESE ASSOCIATION NEWSLETTER

Edited by Juuzo Okada

(The following photos are reproduced from the latest copy of the Japanese Ships-In-Bottles Association newsletter, The Ship Bottlers. Regrettably the captioning is in Japanese, but the quality of the models needs no explanation. Don Hubbard, Associate Editor)



Japan (continued)



From Bob de Jongste
13 Ven Hoornbeekstraat
2582 RA THE HAGUE,
Netherlands



To Ray Handwerker
5075 Freeport Drive,
SPRING HILL
Florida 34606
U.S.A.

September 29, 1998

Dear Ray,

Please note, that my e-mail address as well as my homepage have been changed and I kindly request you to make the necessary corrections in the next issue of "The Bottle Shipwright".

The new e-mail address is
bobdejongste@wxe.nl

The new Homepage is
<http://home.clere.net/hjongste/sibnl.htm>

With kindest regards,

Bob de Jongste.



Prez. Jack Hinkley took the photo above at the London untario Library while on vacation.

HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A primed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. *One way to minimize these is to take your picture outdoors on an overcast day.* Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

MAKING SHIPS IN BOTTLES

In recent years there has been, world wide, a huge resurgence of interest in this traditional sailor's craft. LEON LABISTOUR, late President of the European Association of Ships in Bottles, devoted over 40 years of practical experience to fostering this interest. All his time-proven methods have been published in a BOOK, which is now regarded as a major work on the subject. Precise text, photographs and working-size plans assist the modeller to make six different ships in bottles, from Beginner to Advanced. A4 format, 104 pages, 77 photos, 80 plans & line drawings, full colour cover. Price \$28 surface, \$30 airmail.

MAKING SHIPS IN BOTTLES

Now available in USA compatible VIDEO, Leon and his wife Patricia take the would-be ship in bottle maker easily and pleasantly into a totally fascinating hobby. This video is a fully professionally made production, running for approx 70 minutes, showing clearly all stages in producing an excellent first model. There are maybe tips for the more experienced, too! Price \$28 surface, \$30 airmail.

MAKING SHIPS IN BOTTLES


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We now have a COMPLETE index of all past Bottle Shipwright's thanks to the untiring efforts of Saul Sobroff. Don Hubbard has agreed to reprint them and have them three hole punched so they will fit in a loose leaf note book. This will make it easier for future additions to be added. If you are interested in obtaining the index send a check or money order for \$3.50 to Don Hubbard, P.O.Box 180550, Colorado, Ca. 92178 to cover the cost of mailing. Overseas members sent \$4.50.

There are still a few copies of the 10th Anniversary cover, that was painted by the late George Pinter, available and suitable for framing. (Mine looks great framed) Carolyn Pinter could use a little help. Cost is still \$25. including shipping and handling. Send check made out to her at 5 Marjorie Dr. Halifax, Na. 02378.

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1998



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